

General Comments

Looking at the proposed bypass areas, we see where old, enormous trees will fall. How are you planning to mitigate this?

Lastly, why can't the freeway be scaled back to a causeway, which would be less disruptive to the whole community.

The property you are preparing to go through on East Side of Hopland which are our vineyards and have been here in our family for many years. My home is here, we enjoy the beauty and peacefulness of our property and our little town of Old Hopland. It would be shame to start carving through it. I certainly hope that it is possible for you to consider taking the route through the center of Hopland.

Our first choice is to leave the road the way it is and put a stop light in at Hopland and Retech. Our second choice is to bypass Hopland to the east, farther than in your plan) so that no homes would be taken out or left 50 feet from the freeway. Reconnect to 101 north of Hopland, south of the CDF fire station. And, widen old 101 to 4 lanes until it reaches the present freeway just north of Retech and Henry Station Rd. Provide a complete 4 leaf clover at Retech. Every effort should be made to expand the old 101 instead of using acquisition of new properties which is destructive and wasteful. We are deeply disturbed to see yet another highway development which will pave valuable farmland while making no provisions for including light rail or some other provisions for public transportation. We approve separate frontage roads for pedestrian and bicycle access. Your widening project folder shows them along with cars and trucks. At all times, alternate forms of transportation need to be considered.

I am the great grandson of Achille Rosetti, that got this property in the late 1890's or early 1900's working on grapes and pears. So it has been in the family for a long time. The family will still carry on with family's tradition taking care of grapes and pears and carry through next generations. It would be a shame if any of this changed taking away this property for freeway.

Regarding the priority of phases: currently: Phase 1, Squaw Rock Extension-starting 2001, Phase 2, Bypass- completed by 2010, Phase 3, Freeway widening north of Hopland- start on 2010. The freeway north of Hopland is already a death trap. If we wait that long to start the widening phase, there will be a lot of people killed that don't have to be. If you can increase the speed through town and on the bypass, (wherever it's going to be) and then have to slow it down for the freeway construction widening, you'll increase the number of serious accidents. The bypass has lots of considerations, controversy and you'll be arguing over that for years longer than you propose. Nobody's going to object to the widening phase. Save lives and do the easy phases first. Help stop the deaths first.

Not only should we be trying to join the railroad, but let's also look into what our neighbors are going. I've heard that Sonoma County-along with widening their freeway, is going to add "Light Rail" from San Rafael to Cloverdale. Why not bring it up this way too! Isn't there additional Federal Grant Money? If we combine with different forms of transportation? The valley alternative doesn't have to be as long as it is. There are plenty of places south of where you're showing it that get real close to the existing 101. Why not end it as soon after you pass the town as you can? Add another interchange "before" you get into town. Just one exit in town isn't enough. We need at least two, if not three.

Eastern Alignment

	Support	Opposed	
		X	The eastern route appears to have the most environmental impact. This route is the longest and is proposed to go through properties that have been continuously farmed for over one hundred ears, destroying premium vineyards and small family farms. The rolling hills east of the Russian River support numerous species of wildlife, including mountain lion, bear, raptors, deer, fresh water otter and many more. This route will effectively cut off the nocturnal and daily migration of wildlife from the hills to the river. The hills and valleys support many very old "heritage" oak trees.
		X	The Fetzer Valley Oaks property is one of the most beautiful properties in Mendocino County and should be considered a jewel to be preserved at any cost. The easterly route will place freeway access to properties that are agriculturally zoned in a rural environment and encourage development that would not naturally occur if it weren't there, especially near the interchange at highway 175 and along highway 175 to the east. Finally the eastern route will divert all of the highway 101 traffic more than a mile away from the downtown area of Hopland. This will obviously cause severe economic impact on the businesses that have provided support to the traveling public for many years. The demise of the businesses in Hopland will affect all of the residents of the Hopland community.
		X	The East and the West alignments will not be good for Hopland or the people using the freeway.
		X	There are several issues of concern with both the eastern alignment as delineated and an alignment placed further to the east as suggested at the open house on October 11, 2000.
		X	Archaeological: The eastern portion of the Sanel Valley contains several significant Native American archaeological sites, including burial grounds and other sites of religious significance.
		X	Geologic stability: As evidence by the Cloverdale Bypass, the geological materials underlying the local hills are soft, sandy materials. It is very difficult to develop and maintain a stable roadway on this material: it shifts and slips over time. Because of the stability issue, it will cost more than the estimated \$63 million to construct a freeway in this area. In addition, it will be very costly to DOT to maintain the freeway.
		X	Aesthetics: The upper portions of the hillsides are largely undeveloped. From the valley floor, the natural topography and oak woodlands of the eastern hills are visible. Placing a freeway in this area will impact these views and affect the aesthetic character of the area.
		X	Stream crossings: the proposed eastern alignment crosses the Russian river and several of its tributaries in at least four places. This could result in significant impacts to the stream channels as well as to riparian and wetland habitats.
			Right-of-way: The eastern alternative was initially developed in the 1960's. Since that time there has been development in the area, mostly along the base of the hills. As a result, the estimated \$15 million for right-of-way is low. The actual cost of right-of-way has the potential to be several times that estimate.
	X		Of the three proposals for the freeway bypass, the most appealing is the east route. I lived through a similar situation in southern California many years ago. When the freeway traffic was removed from Leucadia and Encinital, people thought those little cities would die. Quite the contrary, without the heavy traffic, these little communities had a chance to develop their unique characters and really prospered.

			Eastern Alignment -continued-
	Support	Opposed	
		x	The east alternative as currently outlined would disrupt a large number of homes by going through them, or so close to them that they would be unlivable. The environmental impact on wildlife would be immeasurable along the whole route. Natural movement of wildlife to Dooley Creek and the Russian River will be cut. The valley route is already cut by SR 101. Large and small animals of all types; turkeys, deer, bobcats, raccoons, mountain lions, there have even been reports of bears making their way to the river. The east hills are relatively undisturbed wildlife habitats. The economic impact on the business community along the 101 would be dreadful, no one will stop.
	X		2nd choice East Alternative. If it goes further east off the Fetzer Winery property onto Field Station land or BLM where only sheep are raised. To send it through the winery is ridiculous.
	X		The east alternative is my choice. It wouldn't divide Hopland with Old Hopland. Less impact on the valley flood way. If you could put a raised bridge through the valley, that would work, less families would be affected going through the valley alternative. The west alternative is a horrible idea.
		X	Both the east and west alternatives would necessitate cutting into unstable hillsides. The long-term maintenance of either of these routes should be figured into the cost of building these routes. The cost of repairing slippage along unstable hillsides over the years, that would invariable result from either of these routes, would be enormous. As an example, it would be useful to know the cost-to-date of repairs on recent highway improvements from Cloverdale to just south of Hopland.
	X		Our first choice is to leave the road the way it is and put a stop light in at Hopland and Retech. Our second choice is to bypass Hopland to the east (farther than in your plan) so that no homes would be taken or are left 50 feet from the freeway. Reconnect to 101 north of Hopland, south of the CDF fire station. And, widen old 101 to 4 lanes until it reaches the present freeway just north of Retech and Henry Station Rd. Provide a complete 4 leaf clover at Retech. Every effort should be made to expand the old 101 instead of using acquisition of new properties which is destructive and wasteful. We are deeply disturbed to see yet another highway development which will pave valuable farmland while making no provisions for including light rail or some other provisions for public transportation. We approve separate frontage roads for pedestrian and bicycle access. Your widening project folder shows them along with cars and trucks. At all times, alternate forms of transportation need to be considered.
	X		At this point in time, the east alternative seems to be the best. The west alternative is the most expensive and would impact Hopland School. The valley alternative seems to create an earthen barrier through the valley and maybe have a plugging effect on the narrow valley. The east alternative seems to be best because it is one of the cheapest, will have the least impact on property and would cause the least amount of disruption during construction.
		X	The Cornett Vineyard is a family owned farm. The property consists of 120 contiguous acres. 65 acres are cultivated. Access to the Cornett Vineyard is limited to East Side Rd. The farm is irrigated from a reservoir of water (55 acres feet) collected from rainfall runoff. The Hopland Bypass East Alternative being considered significantly impacts the Cornett Vineyard" Devastates five sections (25.2 acres) or producing vineyard and associated infrastructure. Spoils or destroys four structures including the Main Residence, the Office The Garage and a Guest Home. Eliminate the only source of potable water on the property. Virtually eliminates Cornett Vineyard access to East Side Rd.
	X		The western route goes way too close to the school and the historic town. The preferable route is the eastern one as it disrupts the quiet little community the least.

	X		Let's go with the A1, the East alignment.
	X		I feel that the east side or west side would work best. Coming up the valley will cause many problems for agriculture as happened in the Ukiah Valley. As stewards of the land let's not cover prime ag land with asphalt. Environmental considerations are important with the east and west routes. They must be planned very carefully. As a landowner on East Side Rd., but north of where the east route crosses the river, I would strongly ask that an on & off ramp be put in just before going across the river. It would be helpful for trucks going north on East Side Rd. There are several wineries north of the bypass.
		X	We believe that the Valley alignment would be the best route. We believe this because it would not impact the environment as much as the other alternatives and it would not harm Hopland's business section as much as the other two alternatives.
	X		Of the three proposals for the freeway bypass, the most appealing is the east route. I lived through a similar situation in southern California many years ago. When the freeway traffic was removed from Leucadia and Encinitas, people thought those little cities would die. Quite the contrary, without the heavy traffic, these little communities had a chance to develop their unique characters and really prospered.
	X		I would like the hwy 101 Hopland by-pass project to take the East alignment. The other alignments will destroy the village character of the present Hopland downtown.
Valley Alignment			
	Support	Opposed	
	X		The most logical route and the one with the least amount of social, economic and environmental impact is the route proposed east of the railroad track and west of the Russian River, (central valley route). The central valley route will impact some agricultural land but few if any homes or businesses. If the route were placed as close to the railroad tracks as possible the impact on the orchards and vineyards would be minimal. The sewerage treatment plant evaporation ponds can be moved to accommodate the freeway at little expense. The interchange at highway 175 would be close enough to the business area of Hopland that the economic impact on the businesses would be minimized. If the freeway were designed to be elevated on a concrete causeway, similar to the one shown on your web site north of Orick, the environmental and agricultural impact would be reduced. The central valley route would be the best for the community, the environment and the traveling public.
	X		I believe that the best alignment for the Hopland bypass is the central alignment. This will put the freeway close enough to Hopland for the people of Hopland to use it and the people using the freeway will be close to Hopland.
	X		I feel that it would be in the best interest of the community for the freeway bypass to follow the valley route. However, I would like to see the route modified to follow closer to the railroad tracks so that it would be less disruptive to the existing farms than what the current route proposes. The issue of making the flood waters deeper to the east would be of no consequence since the water would be maintained within the flood basin where the water has ran for hundreds of years. The tree and wine crops have gone completely under water many times in one season with no adverse effects in the past. The barrier the freeway would create would be of benefit to the many businesses and houses that are flooded in the heavy rain years.
	X		The valley alignment appears to be the least impactful of the three alternatives. However, this alternative would be improved by modifying the route to minimize the impact to agricultural lands. For example, this alternative should be adjusted to follow property lines rather than cutting through parcels.
		X	The valley route for the freeway just isn't far enough away. It would be an eyesore and ruin the beautiful views of and from the village of Hopland. Additionally, the valley route is close enough to provide noise and air pollution.

Valley Alignment -continued-

	Support	Oppose	
	X		<p>I believe the valley alternative would best serve the long-term viability of Hopland business community as well as our community as whole. I fear that most of the businesses currently along Hwy 101 in downtown Hopland would fail if the freeway were to be moved much further east or west of the town. These businesses, particularly the newer ones which rely heavily on tourist traffic, have changed the face of Hopland, I believe for the better. In their place would spring up the kinds of strip malls or there freeway adjacent businesses that would damage the character of Hopland irreparably. I doubt that this kind of "modernization" would be what our community, whose citizens deeply value our rural ambience, would wish to see happen. Also, with regard to the valley alternatives, it may be useful to consider a "couplet" or two two-lane highways going in each direction dividing somewhere south of town and meeting again north of town. This might address some concerns about the amount of space need to accommodate a four lane highway, make for a lower-profile bypass, as well as address some of the issues regarding diverted 100 year flood waters. It seems that the most recent highway improvement projects that I have seen result in the displacement of earth that needs to be moved elsewhere. I am told that the valley alternative would necessitate the building up of the highway so as to avoid potential flooding. This build-up could be accomplished by moving displaced earth from other Hwy 101 projects currently underway, thus saving the cost of "disposal" of this unwanted earth, as well as having to purchase fill elsewhere. If this is feasible, these savings should be figured into the projected cost of building the valley alternative. 2. Both the east and west alternatives would necessitate cutting into unstable hillsides. The long-term maintenance of either of these routes should be figured into the cost of building these routes. The cost of repairing slippage along unstable hillsides over the years, that would invariable result from either of these routes, would be enormous. as an example, it would be useful to know the cost to date of repairs on recent highway improvements from Cloverdale to just south of Hopland. 3. My last reason for favoring the valley alternative is an aesthetic and environmental one. I am quite familiar with the foothills both east and west of Hopland. I and many of my friends enjoy hiking through these hills and enjoying its still abandoned wildlife and near-pristine beauty. I would strongly favor focusing our building efforts along or close to routes that have already been affected by Hwy 101, and where accommodations have already been made in business and residential building.</p>
	X		<p>If the freeway has to go through Hopland, the least impact on the community would be the valley alternative. With the valley route, people will be able to go right in down town at the 175 intersection. Virtually no houses would be disrupted in the valley alternative. People would see the town (gas, food) and think to stop as opposed to building new gas stations, fast food etc. around the east intersection. Also the soils are less desirable for tree and vine production close to the railroad tracks. Production close to the railroad tracks.</p>
	X		<p>I am in favor of the valley alternative. First choice. It would impact fewer people and provide easy access to downtown Hopland. The problem: floodwaters. Anything other than a raised bridge the whole way will trap flood waters on the west side of town, and area that is already prone to flooding. Locating it on the west side of river will do the same. Also, the Hopland off ramp, (where it would be) is often flooded. How would people get off the freeway?</p>
	X		<p>The east alternative is my choice. It wouldn't divide Hopland with Old Hopland. Less impact on the valley flood way. If you could put a raised bridge through the valley, that would work, less families would be affected going through the valley alternative. The west alternative is a horrible idea.</p>

			Valley Alignment -continued-
	Support	Oppose	
	X		My name is Rick Seiverston. I live in Hopland. I am a business owner in Hopland and I am a director on the Sanel Valley Fire District Board. I, like most people have talked to, like the valley bypass. I feel this route affects far fewer people and housing and the landowners can farm right up to the freeway. Some other benefits for doing the valley route for the town of Hopland are as follows: 1. Closer to town businesses which could be seen from the freeway. 2. Fire protection and emergency services can get onto the freeway faster. 3. The central location offers a balanced flow of traffic east and west. The only problem I see with the route is at the north end merging onto 101. We need a full on and off ramp so people going north can return south back to town. This will also be helpful to our emergency services.
		X	I think you need to pay special attention to past flood and high-water records. I have lived in the area my entire life and every time dirt and rock are hauled in to fill, we experience a change in the high-water the following year. I would hate to see you go with your "valley alternative" simply because you are talking about an area that is under water at the drop of a hat. If you fill to prevent the highway from being underwater, you will be putting a lot of houses at risk of dealing with high-water year after year. I know this plan would effect fewer structures but not when you think of what you would be doing to the entire town because of high-water during the winter months.
	X		Regarding the bypass: 1) I feel that the valley alternative is the only option that will save the town. If we route traffic too far away from the center of New Hopland the town will die. Look what happened to Old Hopland. Let them be close enough to see it! 2) We've got to get closer to the railroad. As close as we can, if not above it, for many reasons: a. We need to encourage commerce on the railroad immediately. b. We need to reduce the number of trucks however we can and that's the simple one. It's there! It's supposed to start spring 2001. c. when the railroad does increase it's activity, our Hwy 175 crossing is going to become very dangerous. Unless we put the new route 101 so close to it that it goes over it. d. If we move the valley alternative as close as we can to the railroad, we'll get it further away from the river that floods. Where the proposed route is now, it will cause the flood waters to back up into the property that never flooded before. Big problems! e. You have seriously underestimated the right-of-way costs for the east alternative. I know of 1 ranch alone that was offered \$5 M a couple of years ago. Plus Fetzner Valley Oaks, there is no way your going to buy all that, plus all that grape land for \$15 M. The pear land in the valley alternative is much cheaper. It's also cheaper to move the sewer plant.
		X	I feel that the east side or west side would work best. Coming up the valley will cause many problems for agriculture as happened in the Ukiah valley. As stewards of the land let's not cover prime ag land with asphalt. Environmental considerations are important with the east and west routes. They must be planned very carefully. As a landowner on East Side Rd., but north of where the east route crosses the river, I would strongly ask that an on & off ramp be put in just before going across the river. It would be helpful for trucks going north on East Side Rd. There are several wineries north of the bypass.
	X		We believe that alternative A-3 Valley alignment would be the best route. We believe this because it would not impact the environment as much as the other alternatives and it would not harm Hopland's business section as much as the other two alternatives.
	X		I like the valley alignment the best because it seems to be the least disruptive to the community. It would not be too close the school and also not destroy valley oaks and it's beautiful setting. Anon.

		X	The valley route for the freeway just isn't far enough away. It would be an eyesore and ruin the beautiful views of and from the village of Hopland. Additionally, the valley route is close enough to provide noise and air pollution.
		X	The area near the river floods regularly and so a valley alignment would have to be elevated slightly, placing it smack dab in the middle of every nice view in Hopland. Placing a highway in the visual scope of the current downtown will produce the same schizophrenic effect as the old buildings that it has on Santa Rosa's railroad square the sight and sounds of a freeway are hardly conducive to an old time homey atmosphere.
			In addition, freeways always invite "exit businesses" like fast food and gas establishments. We are an incorporated city and have no way to protect ourselves from an onslaught on such businesses within yards of historic structures such as the Thatcher Inn and Hopland bank. Our voices will be lost in county planning.
			Please please help us. There have been a lot of expensive(to us) and hard earned gains in Hopland - removing power lines, local businesses using scarce profits to improve their landscaping and buildings, plans for future public open space - all in keeping with that old time flavor. Please don't destroy the efforts of the last 20 years.
	X		We believe the best route for the Hopland Bypass would be the center route, between the railroad and the Russian River. It would allow for effective access to the retail businesses of Hopland and would disrupt much fewer property owners. We have a retail business on Hwy 101 in Hopland and feel it is imperative that the town is visible from the freeway and that the on and off ramps are close to Hwy 101. Hopland is a charming little town that is currently undergoing many changes. We believe the center route would allow the town to continue to grow and prosper. Thank You
Western Alignment			
	Support	Opposed	
		X	The western route is considered the least desirable by most of the Hopland community. This route will place a freeway through residential and business area of Hopland and immediately in front of our elementary school. This route will destroy the social fabric of our community
		X	I am writing to express vigorous opposition to the west alternative the Hopland Bypass Freeway. The following are three reasons for this opposition: first, the west alternative is "unnatural" and illogical, as it pursues a course through the hills to the west of the town of Hopland, instead of easier routes that are directionally more correct, and follow the natural contours where a road should logically be placed. "Unnatural" and illogical" seem like emotional and subjective terms, so, the following points help quantify and objectify these first objections. Second, the west alternative route is the most expensive, which is a waste of Taxpayers' tax dollars. It is illogical to waste taxpayers dollars. third, the west alternative route is the most disruptive to people and the environment__which makes it unnatural. Why put a freeway bypass next to a children's' elementary school? To create noise, pollution and danger for Hopland children? Why put a freeway bypass through an established neighborhood of m
			Why bisect and truncate Mountain House Road, cutting it off from Hopland, when Mountain House road was the historic gateway to Mendocino County prior to the construction of 101, and now a scenic tourist draw, a venue for recreational bicyclists and travelers to Boonville and the Coast. This will negatively impact Hopland and Mendocino county as a tourist destination. Why choose a hillside route, with all the difficulty and cost of construction, and negative impact to the environment from carving through hills, diverting watersheds, and bringing more noise and pollution to the established housing in the Hopland subdivision and other housing along highway 101. The east alternative is a terrible idea, and will negatively impact Hopland and Mendocino county for years to come.
		X	The East and the West alignments will not be good for Hopland or the people using the freeway.

			Western Alignment -continued-
	Support	Oppose	
		X	West alternative has no place going in. It would be right next to the school. Imagine the noise and pollution. The kids have a hard time concentrating as it is. It would also wall off the school which is a community gathering place. In addition, it would deface the hill just west of Brutacoa tasting room and that side of town.
		X	The east alternative is my choice. It wouldn't divide Hopland with Old Hopland. Less impact on the valley flood way. If you could put a raised bridge through the valley, that would work, less families would be affected going through the valley alternative. The west alternative is a horrible idea.
			2.Both the east and west alternatives would necessitate cutting into unstable hillsides. The long-term maintenance of either of these routes should be figured into the cost of building these routes. The cost of repairing slippage along unstable hillsides over the years, that would invariable result from either of these routes, would be enormous. as an example, it would be useful to know the cost to date of repairs on recent highway improvements from Cloverdale to just south of Hopland.
		X	The western route goes way too close to the school and the historic town. The preferable route is the eastern one as it disrupts the quiet little community the least.
	X		I feel that the east side or west side would work best. Coming up the valley will cause many problems for agriculture as happened in the Ukiah valley. As stewards of the land, let's not cover prime ag land with asphalt. Environmental considerations are important with the east and west routes. They must be planned very carefully. As a landowner on East Side Rd., but north of where the east route crosses the river, I would strongly ask that an on & off ramp be put in just before going across the river. It would be helpful for trucks going north on East Side Rd. There are several wineries north of the bypass.
		X	We believe that alternative A-3 Valley alignment would be the best route. We believe this because it would not impact the environment as much as the other alternatives and it would not harm Hopland's business section as much as the other two alternatives.
		X	The west route would be an even bigger disaster for Hopland
			Would you like to add a comment? Click on Project Contacts